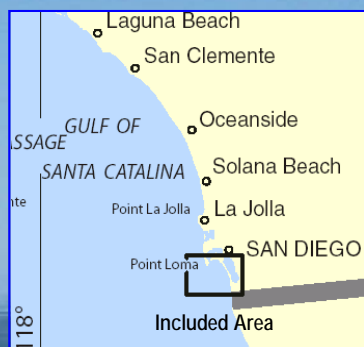


# BookletChart™

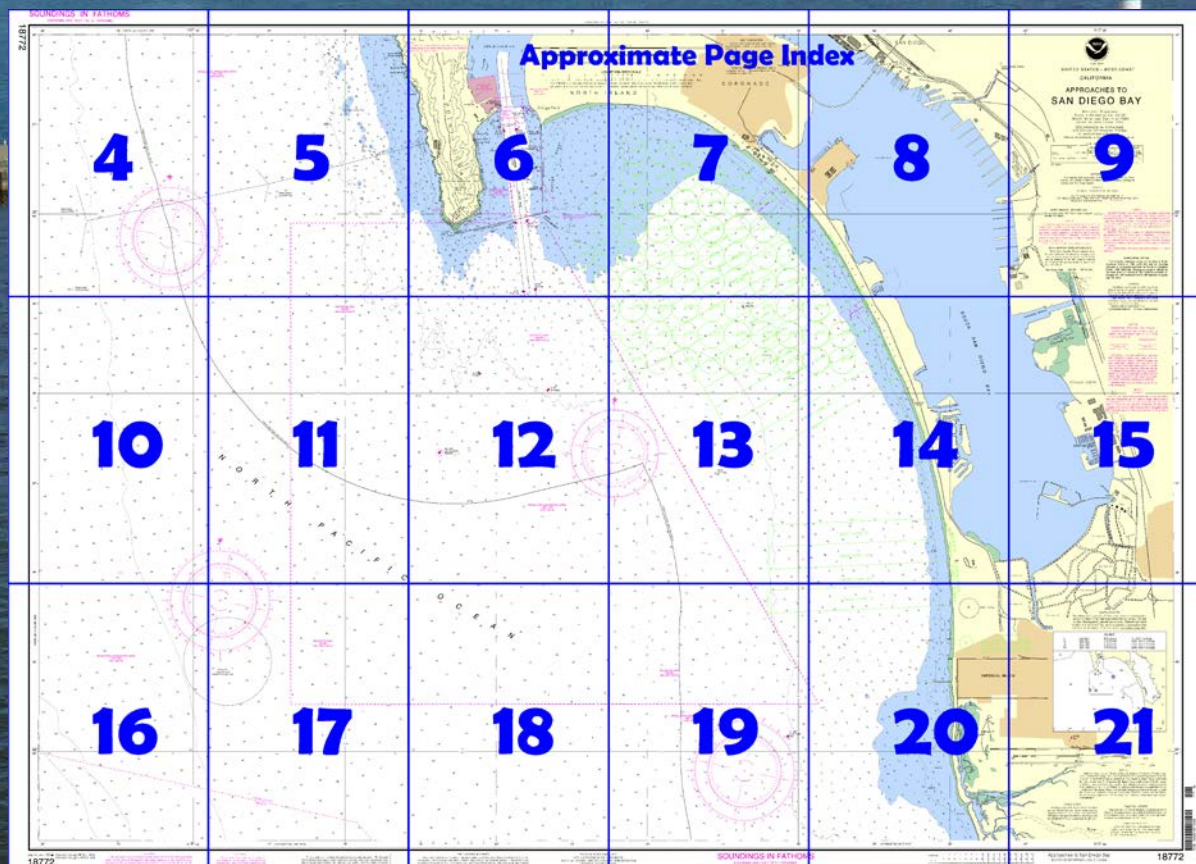
## Approaches to San Diego Bay NOAA Chart 18772



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=18772>.



**(Selected Excerpts from Coast Pilot)**  
Vessels waiting outside the entrance for a pilot will find good anchorage in 36 feet or more SE of the entrance to the channel, although permission to anchor in the restricted area must be obtained from the local naval authorities. For permission to use anchorage berths 125, 126, 147, 158, and 171, contact Navy Afloat Training Group Pacific at 619-556-0900. For permission to use anchorage berths 124, 135, 146, and 170, contact Navy Region Southwest Port Operations at 619-556-1433. For permission to use all other anchorage berths off Silver Strand, contact COMNAVBEACHGRU at 619-437-2476. The area in

the lee of Point Loma, S of Ballast Point and W of the E line of the project channel, is reserved for pilot boats and harbor patrol or U.S. Government craft. (See **334.880**, chapter 2, for limits and regulations.)  
**Dangers.**—A submerged jetty, marked with lights and daymarks that read “DANGER SUBMERGED JETTY,” extends about 220 yards W from Zuniga Point. There are numerous wrecks and obstructions in the shallow area of SE San Diego Bay. Caution should be exercised when navigating outside the marked channels.

**Restricted areas** are: in the waters off the entrance to San Diego Bay; in the lee of Point Loma and S of Ballast Point; between Ballast Point and Zuniga Point (degaussing station); adjacent to the W side of North Island; 0.4 mile N of Ballast Point, W of the dredged channel; off the NE side of North Island surrounding the Navy Pier; adjacent to and extending SE from the entrance channel to Glorietta Bay. (See **33 CFR 334.860, 334.865, 334.870, 334.880 and 334.890**, chapter 2, for limits and regulations.)

**Security zones** are: on the W side of the entrance to San Diego Bay surrounding the Naval Base, extending from Ballast Point to just S of the entrance to Shelter Island Yacht Basin (**165.1102**, chapter 2); adjacent to the W and NE sides of North Island (**165.1105 and 165.1104**); around the Navy Pier adjacent to Broadway Pier (**165.1121**); surrounding the Naval Amphibious Base just S of the entrance channel to Glorietta Bay (**135.1120**); surrounding the Naval Station along the waterfront of National City from Chollas Creek to Pier 14 (**165.1101**); within 25 yards of all piers, abutments, fenders, and pilings of the Coronado Bay Bridge (**165.1110**). (See **33 CFR 165.1101, 165.1102, 165.1104, 165.1105, 165.1110, 165.1120, and 165.1121**, chapter 2, for limits/regulations.)

A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facilities within the security zones: on the W side of the entrance to San Diego Bay; just N of Ballast Point, on the NE side of North Island; and off the Naval Station along the waterfront of National City.

A **safety zone** is E of Harbor Island on the N side of the bay. (See **33 CFR 165.1106**, chapter 2, for limits and regulations.)

**Currents.**—The currents set generally in the direction of the channels. In the vicinity of the entrance the usual velocity varies from 0.5 to 5 knots depending upon the stage of the tide. S of the end of the jetty there is a slight set toward Zuniga Shoal on the ebb. Great care should be taken while passing Ballast Point as a vessel may take a sudden sheer because of a crosscurrent deflected from Ballast point.

The eddy usually encountered along the ends of the municipal piers makes docking difficult. The velocity and direction of the eddy are irregular, and the greatest care must be exercised by even the most experienced. Strangers should not attempt to dock large vessels without a pilot. (See the Tidal Current Tables for daily predictions.)

**Pilotage, San Diego.**—All foreign vessels and vessels from a foreign port or bound thereto, and all vessels over 300 gross tons sailing under register between the port of San Diego and any other U.S. port, are subject to pilotage. Further information regarding pilotage requirements are detailed in the Pilotage section of the **Port of San Diego Tariff**, available through the ship's agent or directly from the Port District at 619-686-6343.

The Coast Guard Captain of the Port, San Diego, has designated the ship channels in San Diego Harbor as “narrow channels” for the purposes of enforcing Rule 9 of the Navigation Rules.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Alameda      Commander  
11<sup>th</sup> CG District      (510) 437-3700  
Alameda, CA

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTED

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◌ (Approximate location)

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Diego, Calif. KEC-62 162.40 MHz

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection  
Scale 1:20,000 at Lat 32°38'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 0.189" northward and 3.109" westward to agree with this chart.

## NOTE B

### CAUTION

The San Diego Harbor main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel as per Inland Navigation Rules, Rule 9. Inland Navigation Rules are subject to U.S. Coast Guard enforcement.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### Note:

The Point Loma Outfall Pipeline Buoys mark dangerous shoaling along the pipeline which may present a danger to mariners transiting the area.

## NOTE C

SECURITY ZONES, charted in magenta, are designated by the U.S. Coast Guard Captain of the Port, San Diego, California, to safeguard vessels or waterfront facilities from destruction, loss or injury from sabotage or other subversive acts, accidents or other causes of a similar nature. Under 33 CFR 165.33, no person or vessel may enter or remain in a Security Zone without the permission of the Captain of the Port.

RESTRICTED AREAS, charted by T-dashed boundaries are designated by the U.S. Army Corps of Engineers in 33 CFR 334. Vessels transiting Restricted Areas may not moor, anchor, fish, loiter, swim or water ski in those areas. If an emergency requires departure from this prohibition, the Captain of the Port must be notified immediately.

The Captain of the Port may be reached on Channel 16, marine VHF radio.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## ANCHORAGE BERTHS

Anchoring berths are under United States Navy jurisdiction. All non-military vessels interested in using the anchoring berths must first obtain permission from the appropriate controlling authority. See Coast Pilot 7.

For Symbols and Abbreviations see Chart No. 1

COLREGS. International Regulations for Preventing Collisions at Sea, 1972  
Demarcation lines are shown thus: - - - - -

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name (LAT/LONG)	feet	feet	feet	feet
Point Loma (32°40'N/117°14'W)	5.3	4.6	0.9	-2.5

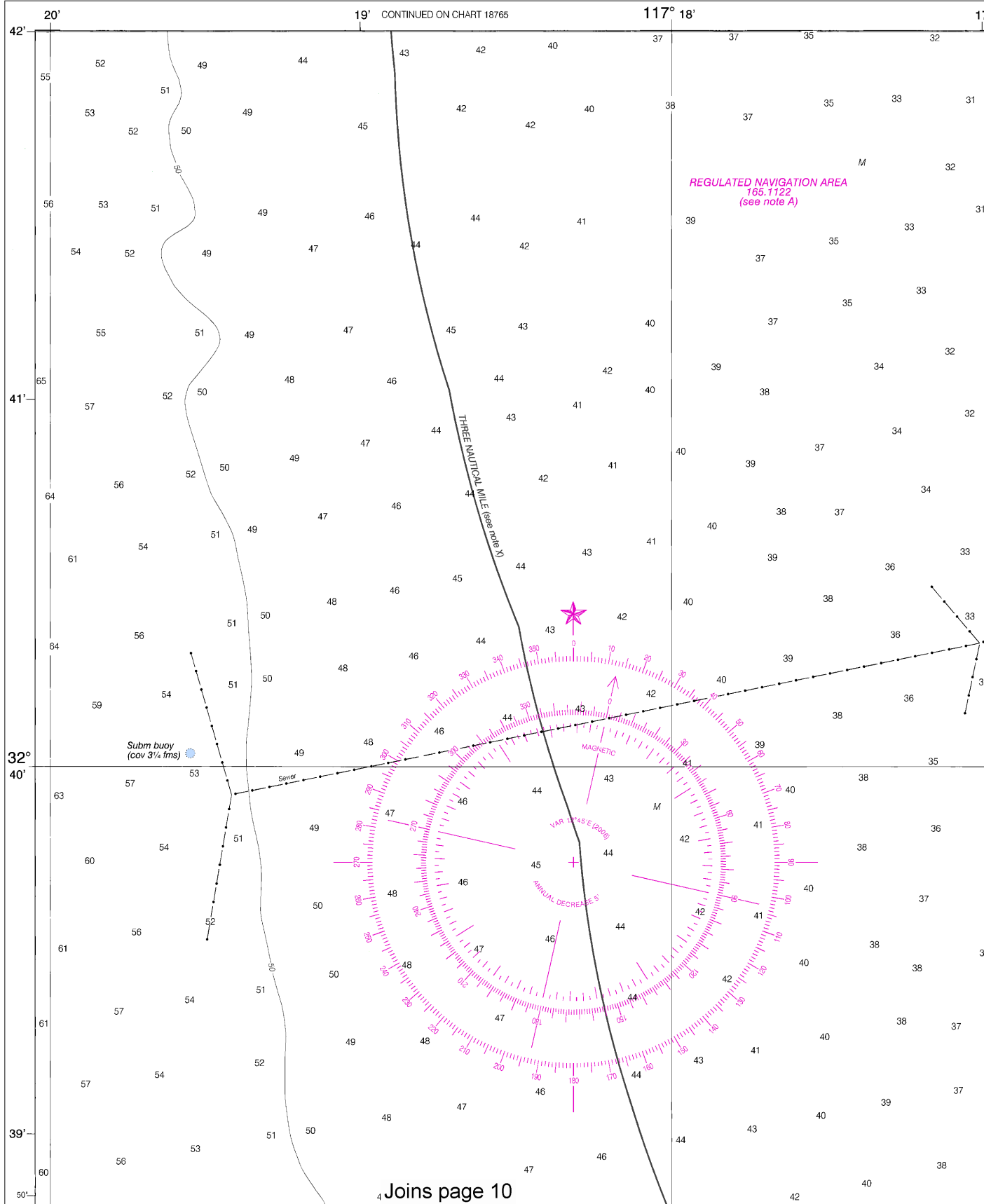
(Oct 2005)



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18772



Joins page 10

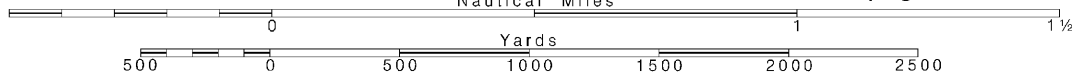
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

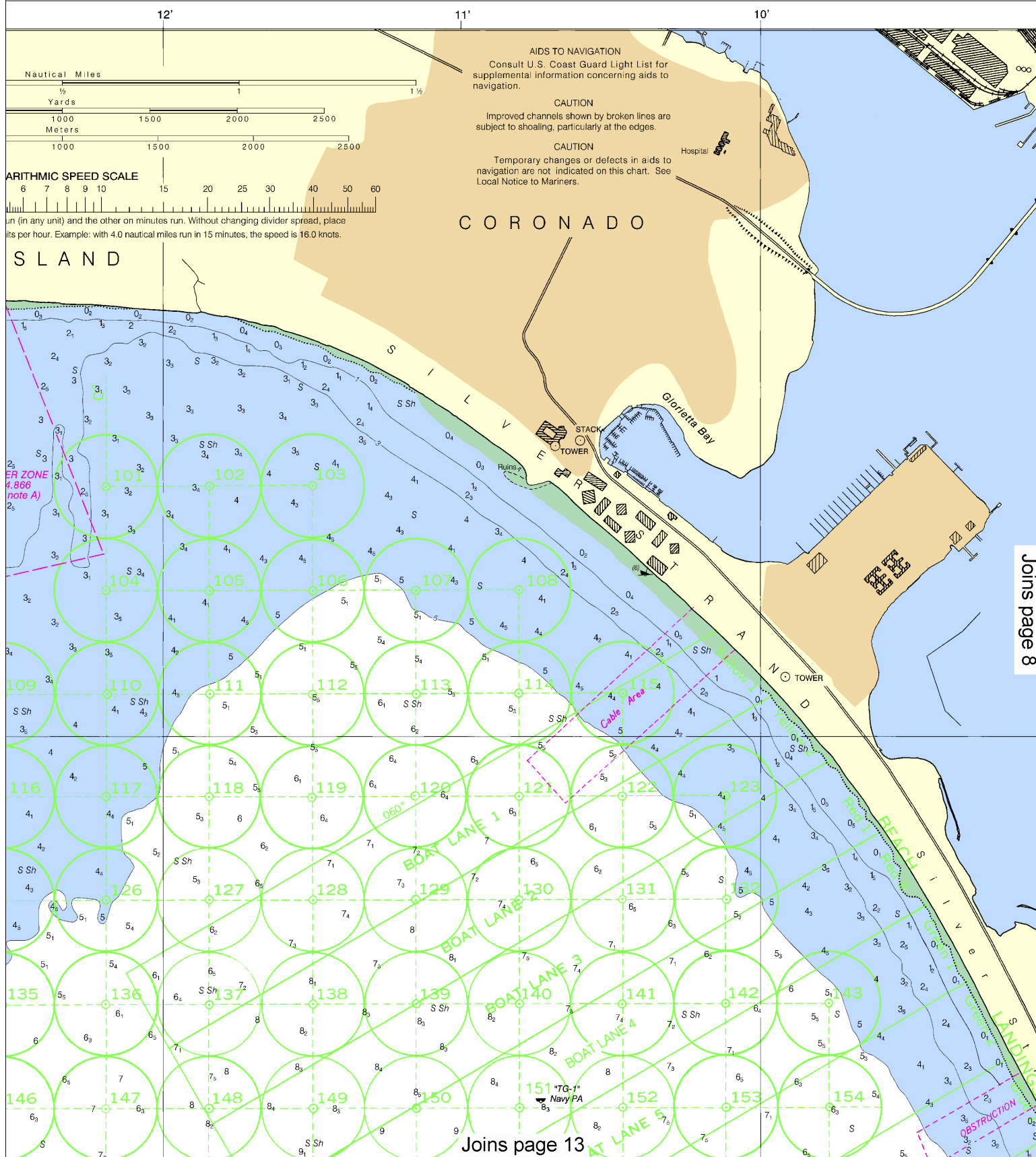
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Nautical Miles

See Note on page 5.



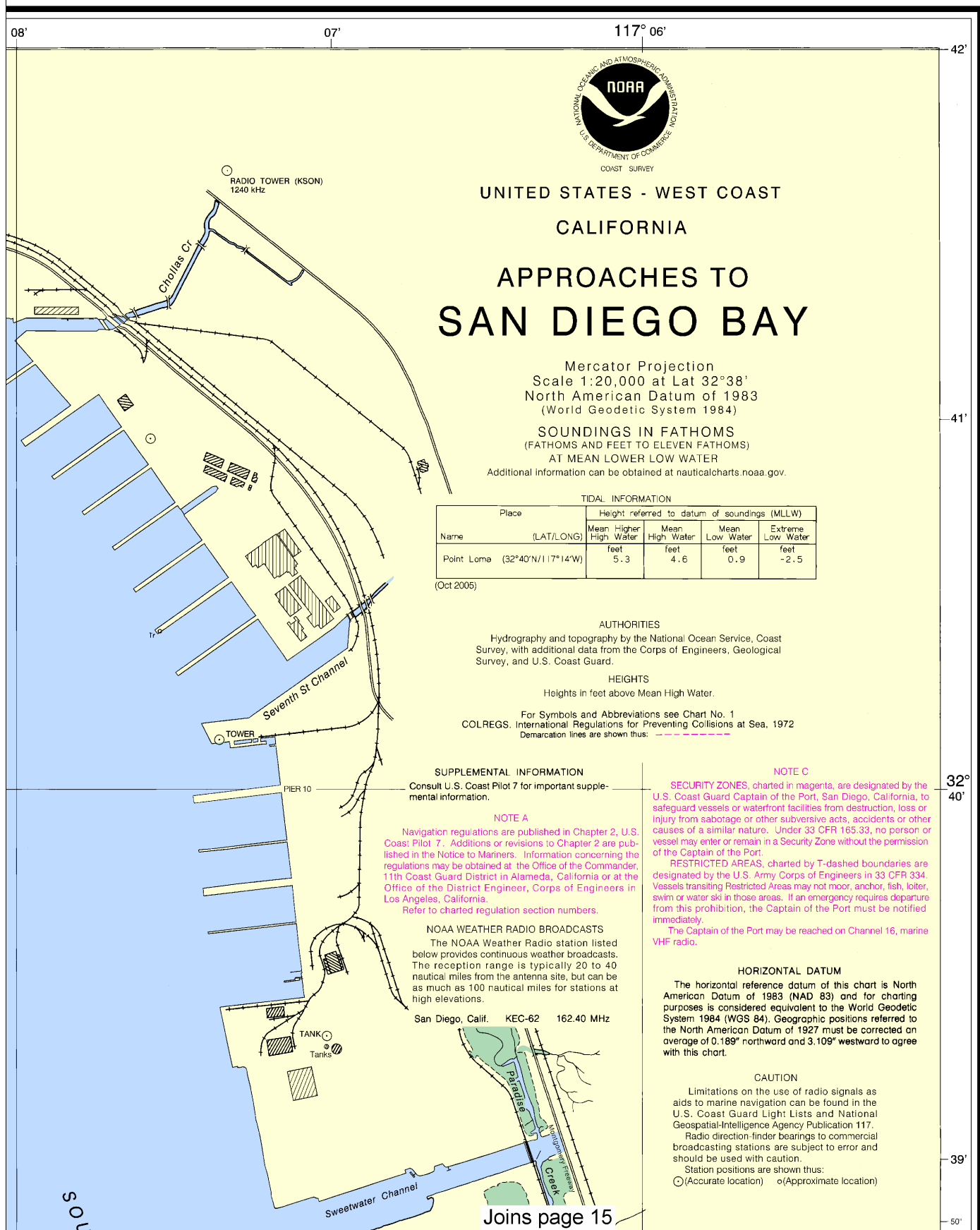


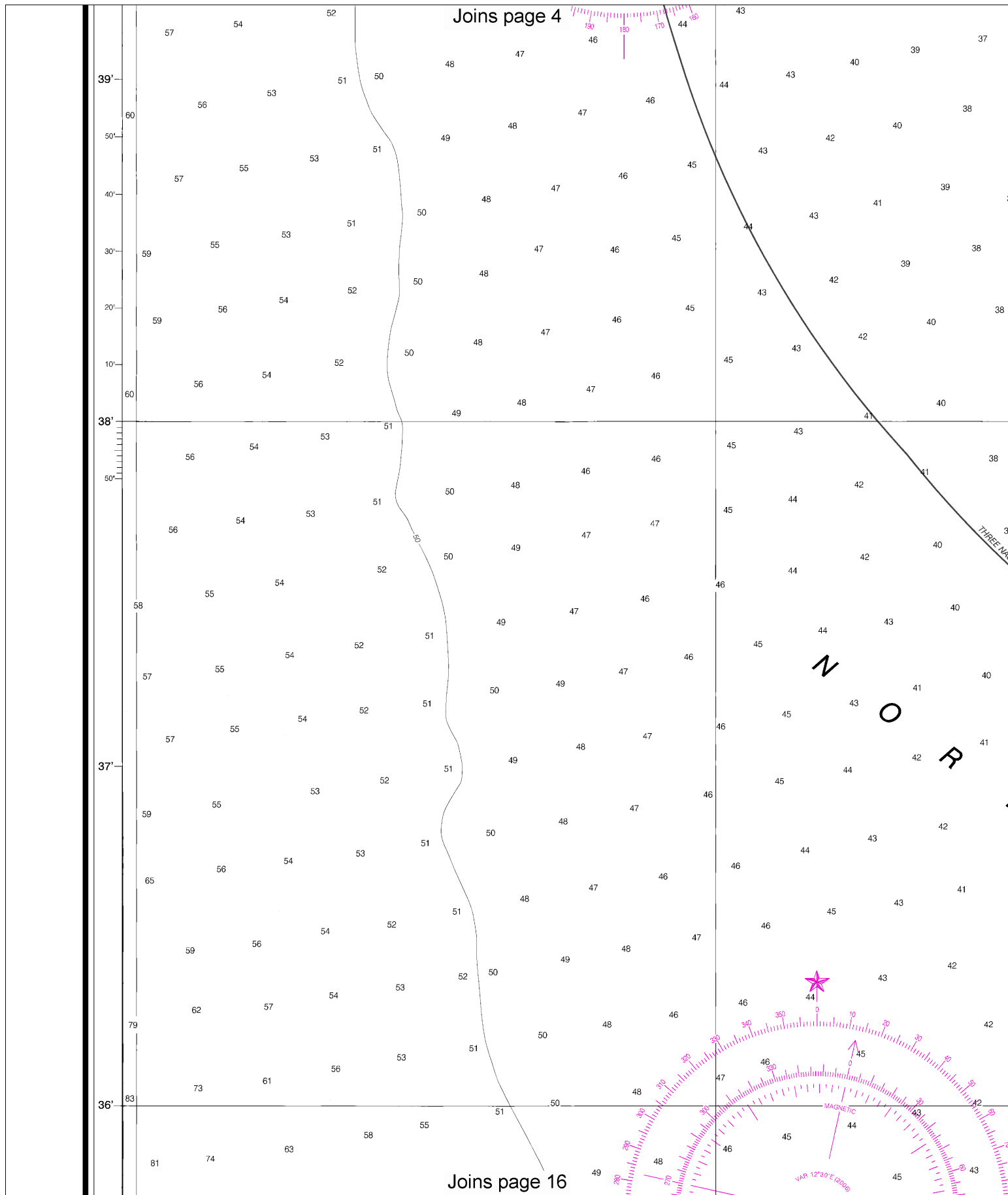






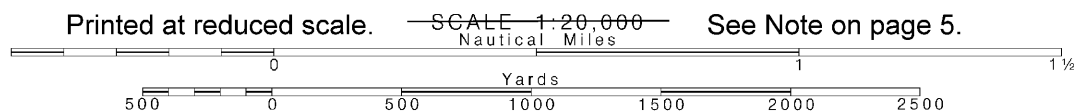






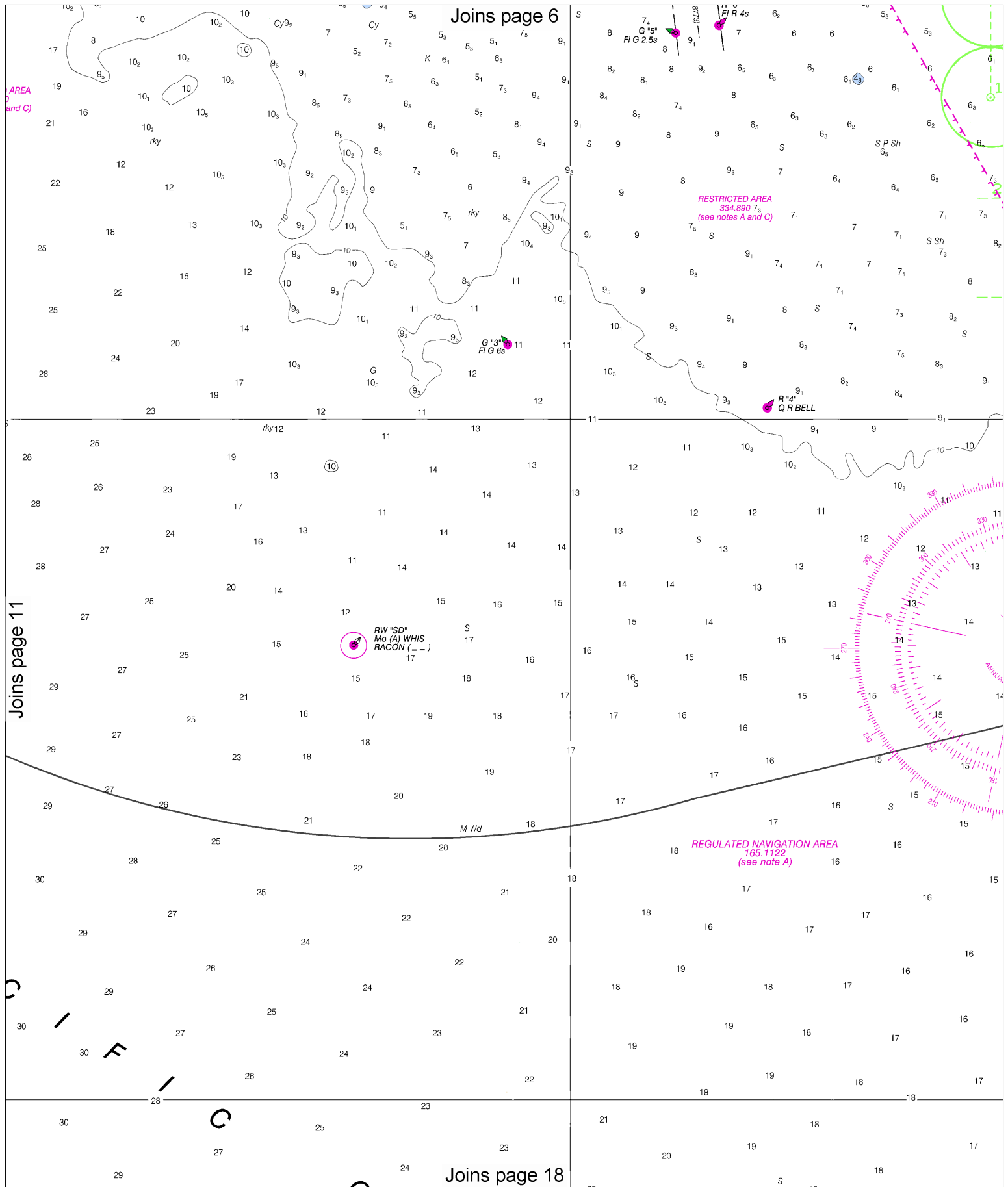
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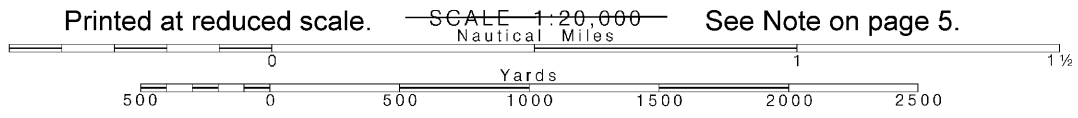
Joins page 12

11

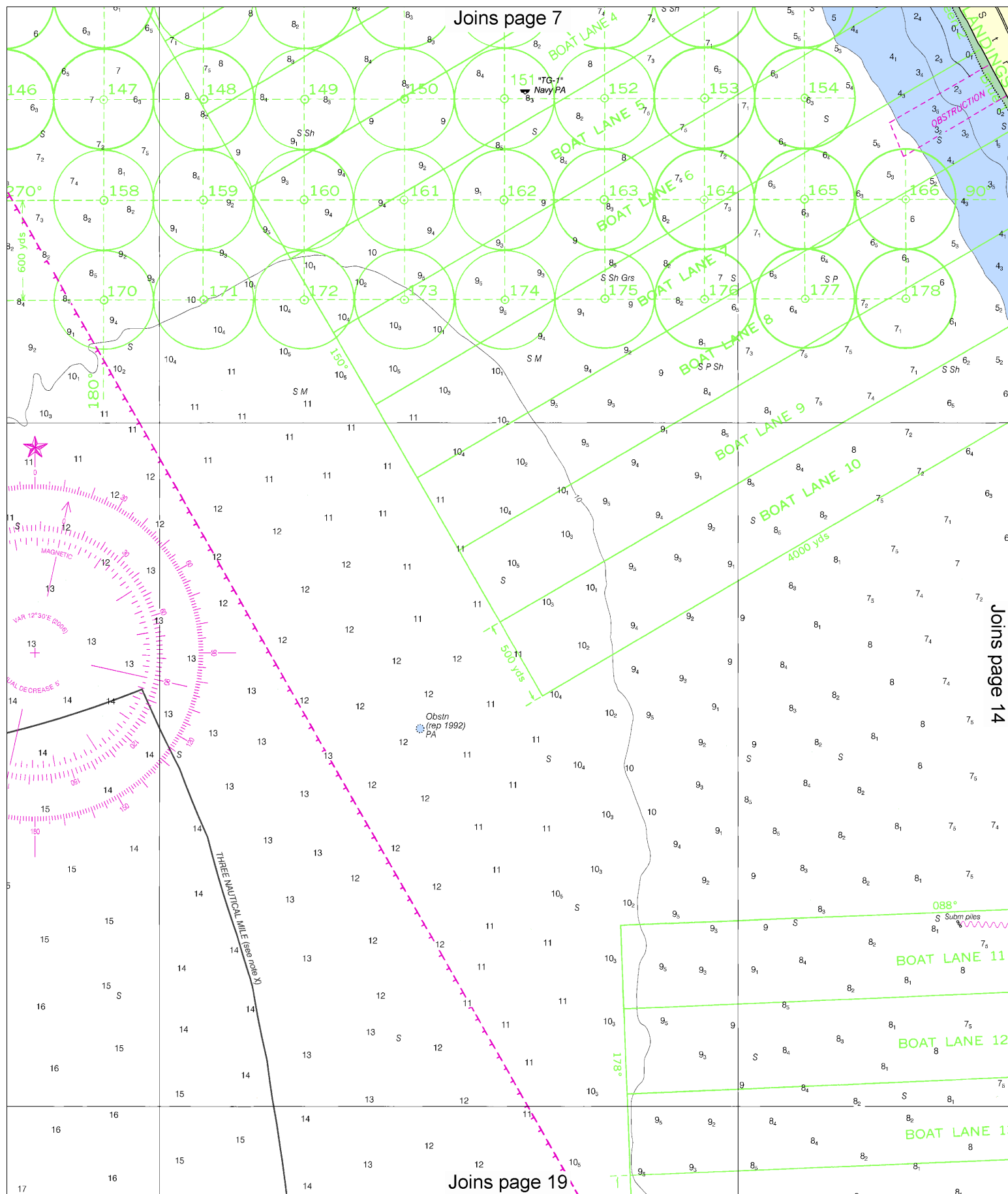


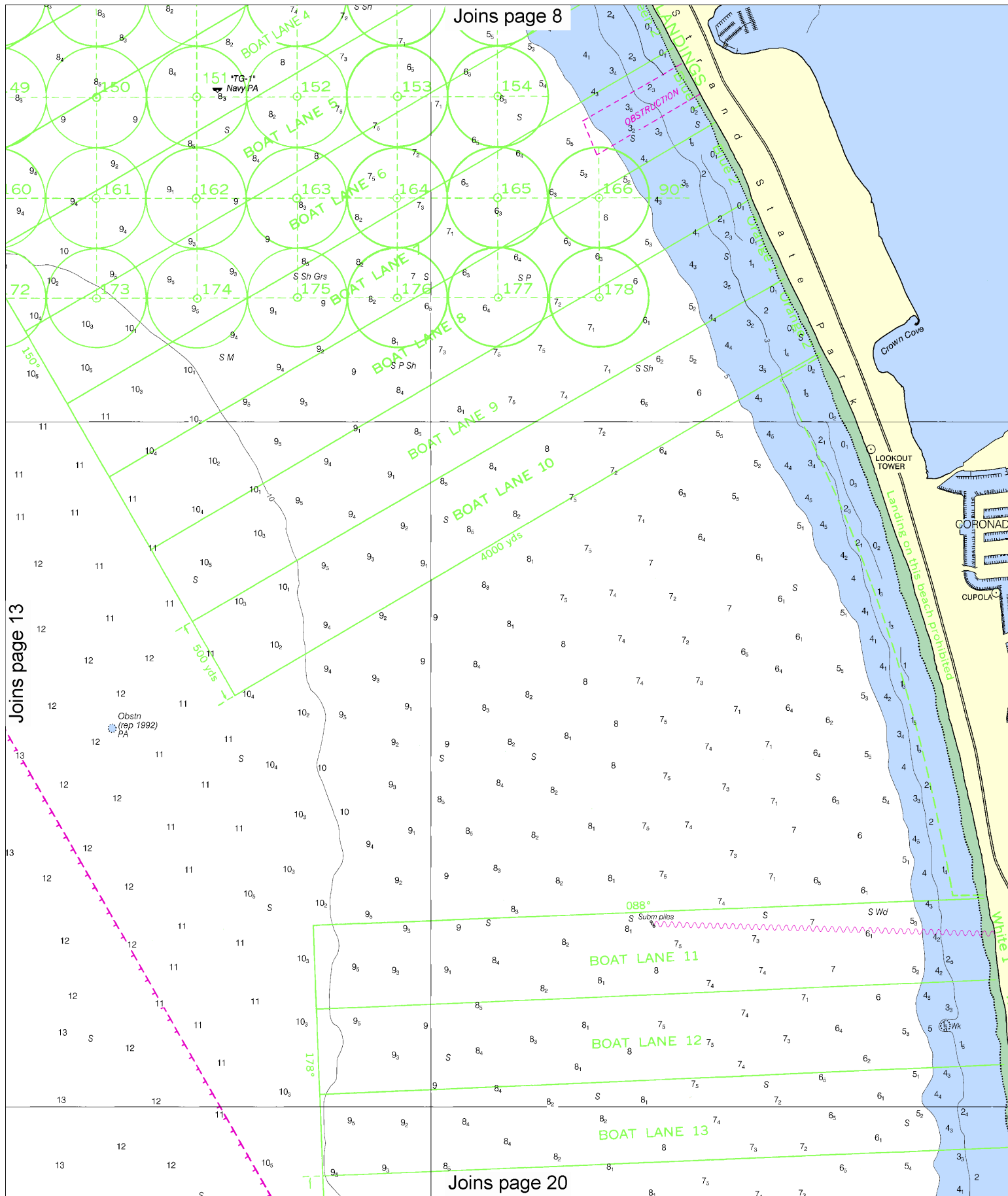
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Note: Chart grid lines are aligned with true north.









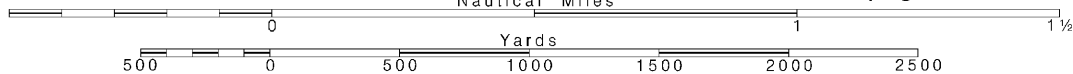
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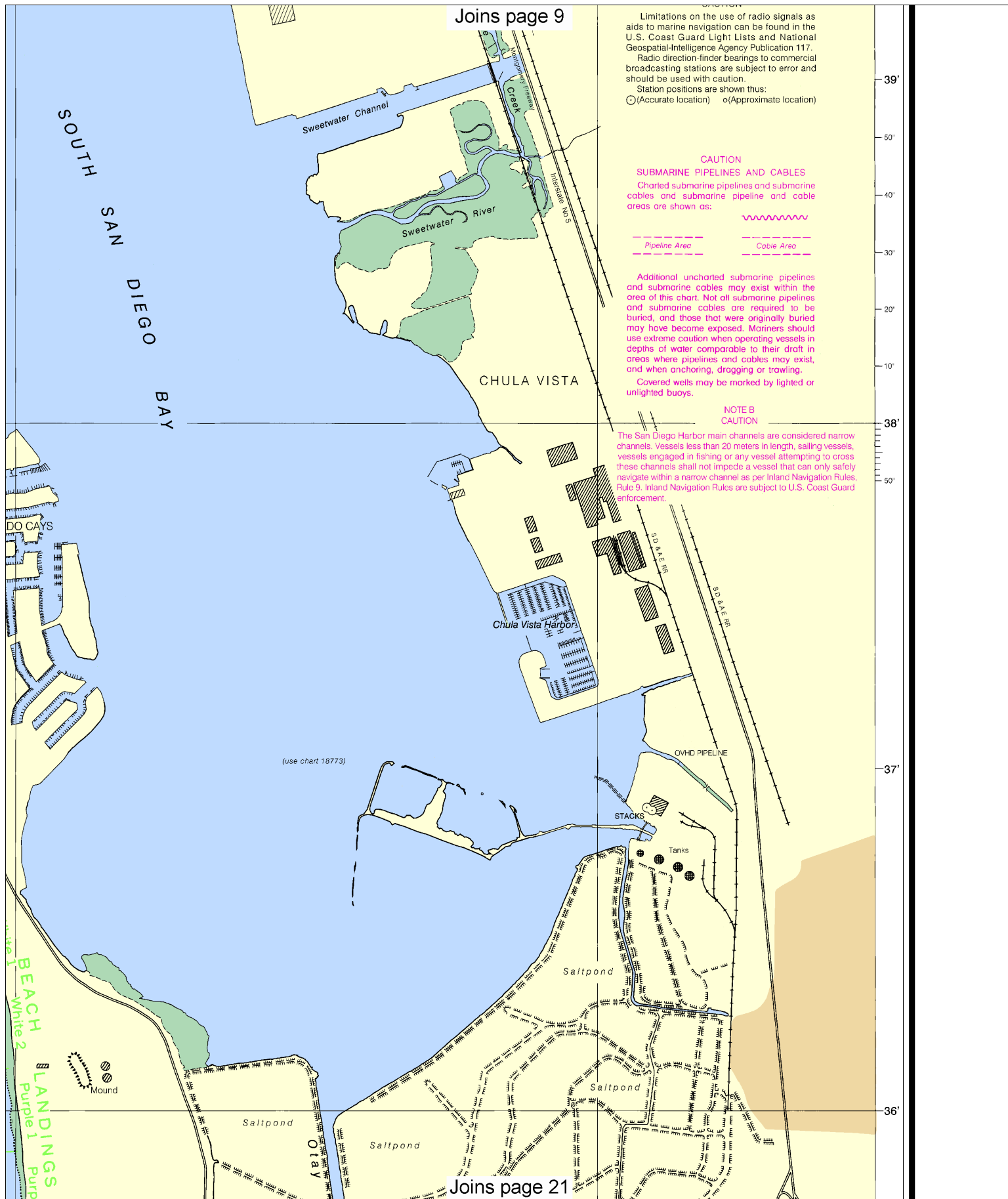
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





Joins page 10

CONTINUED ON CHART 18765

32°  
34'

36'

35'

48th Ed., Dec./05 ■ Corrected through NM Dec. 10/05  
Corrected through LNM Dec. 6/05

18772

REGULATED NAVIGATION AREA  
165.1122  
(see note A)

Dump Site  
(discontinued)  
Depths of survey 1968

UNITED STATES  
+  
MEXICO

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

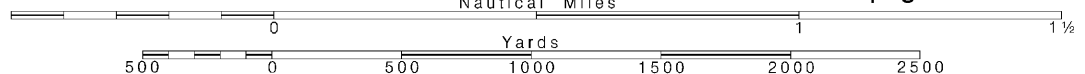
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Note: Chart grid lines are aligned with true north.

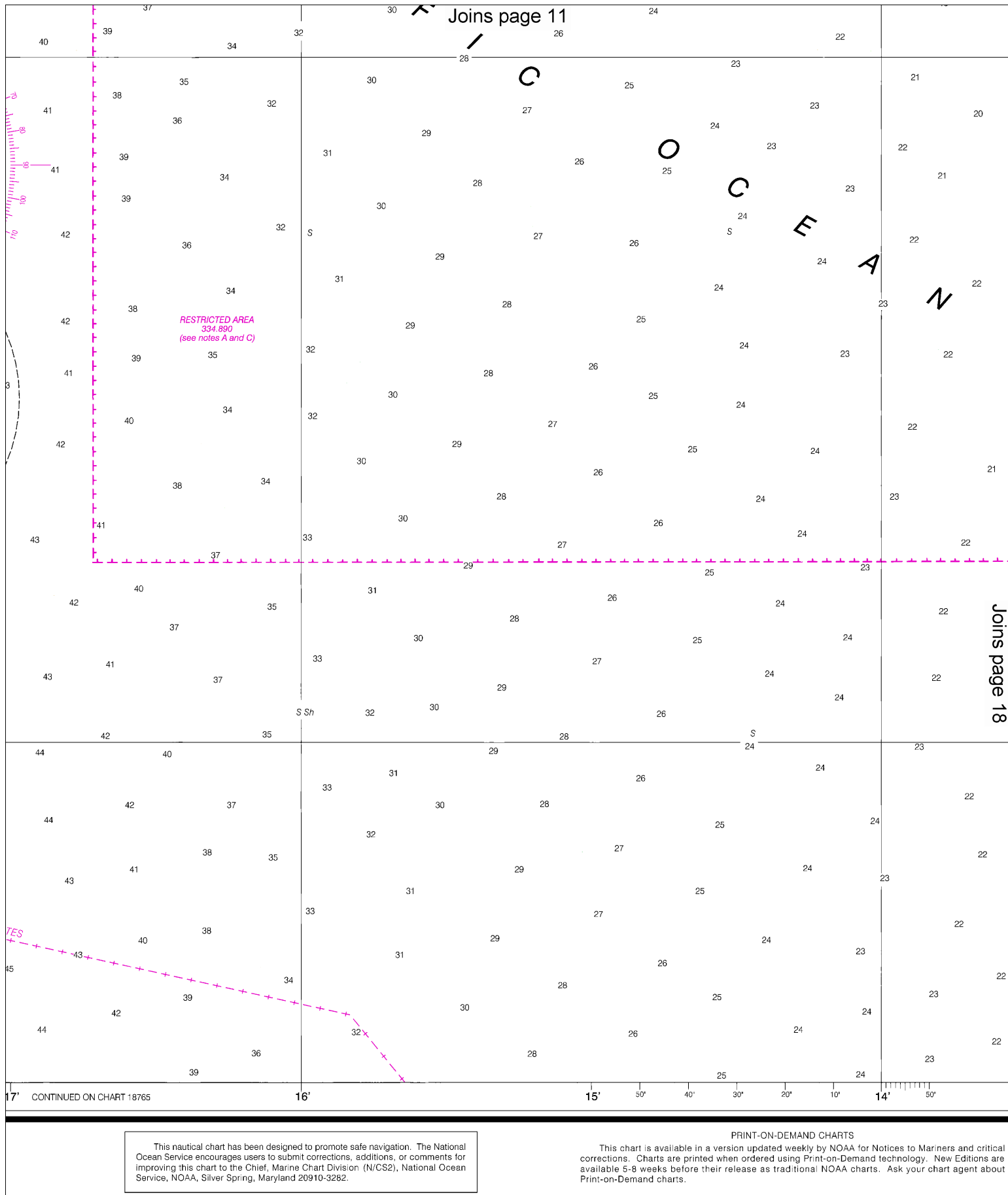
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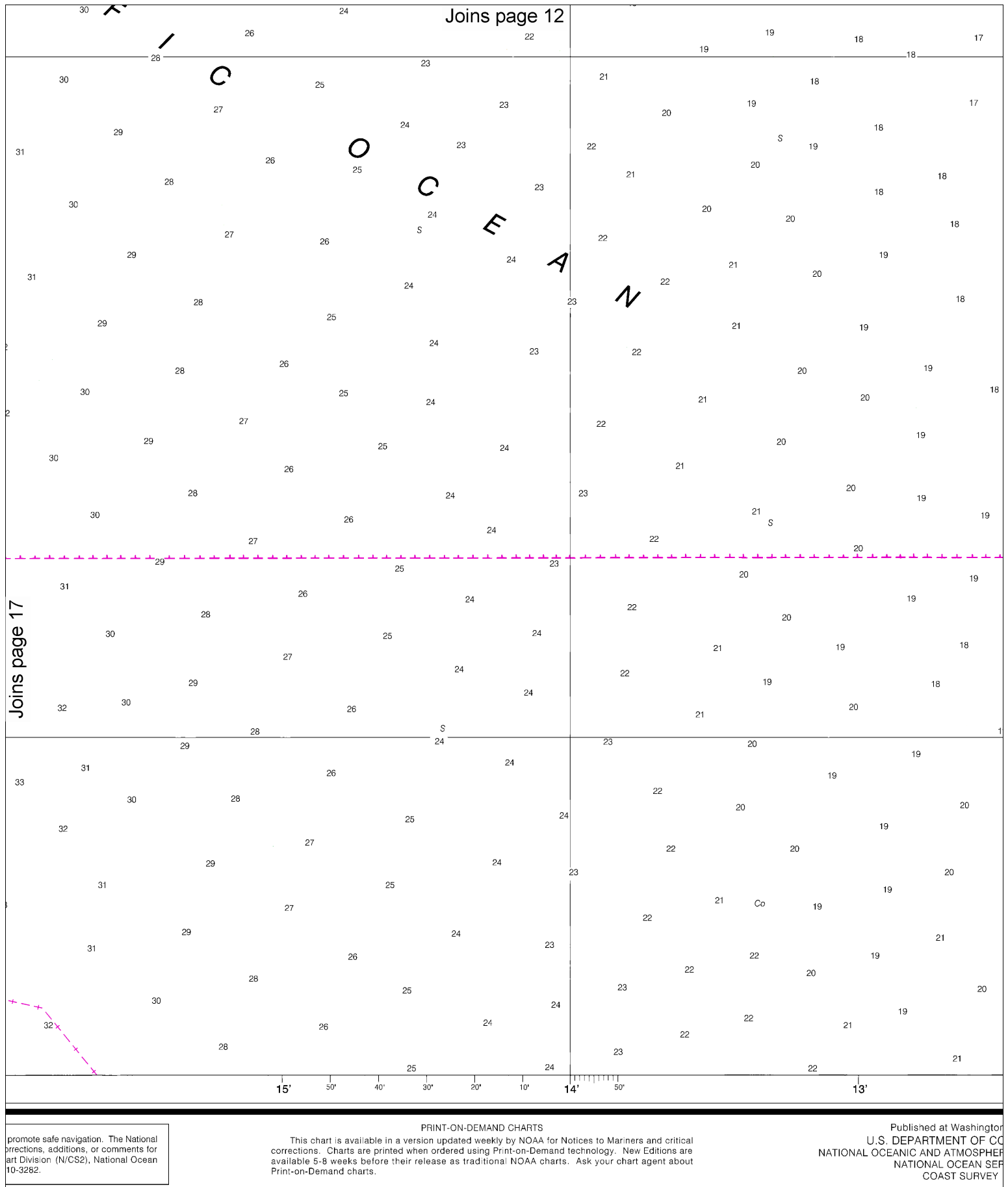
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Nautical Miles

See Note on page 5.



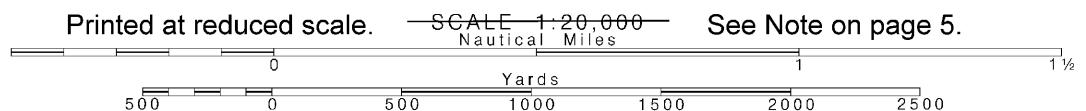


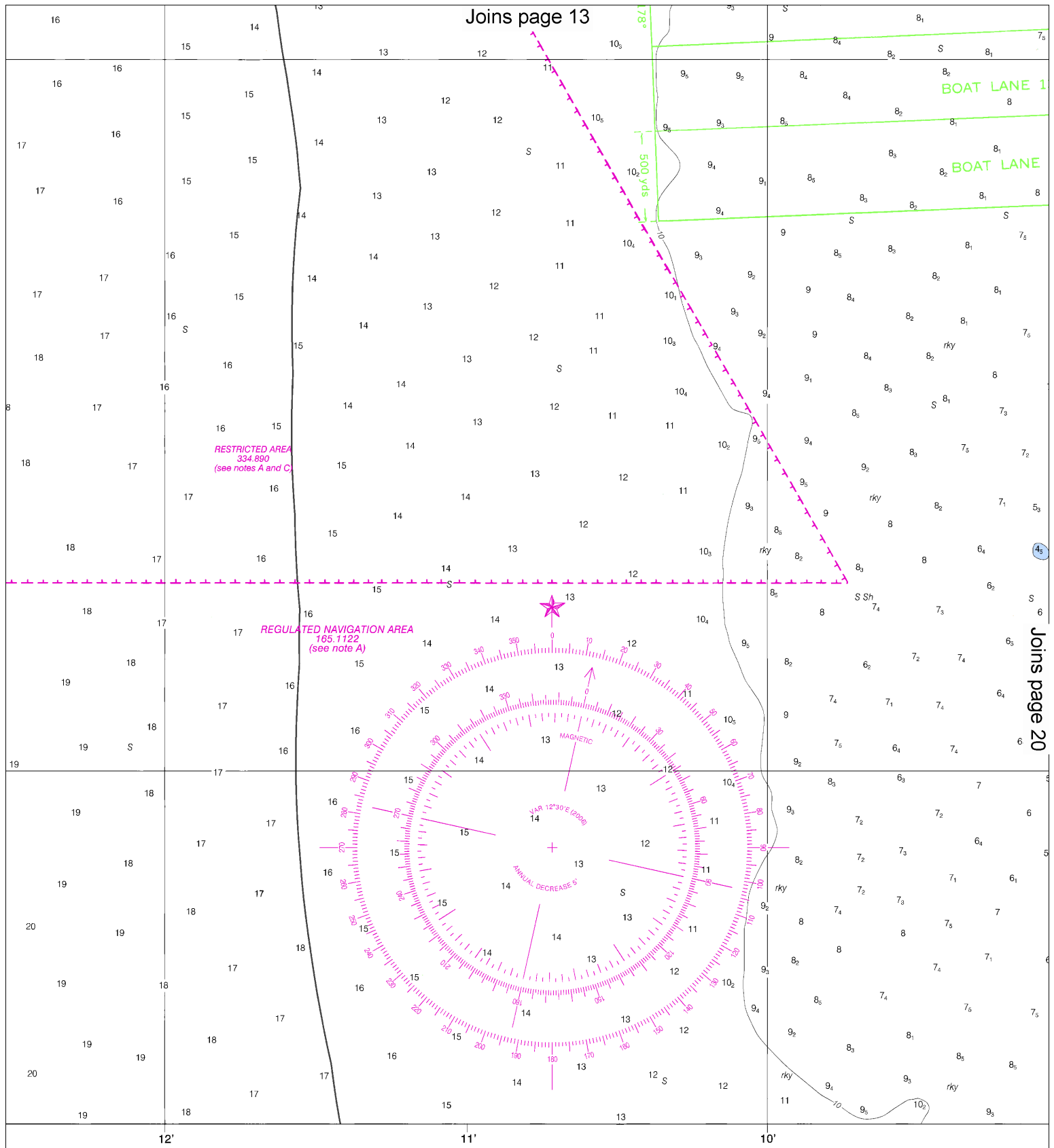




18

Note: Chart grid lines are aligned with true north.

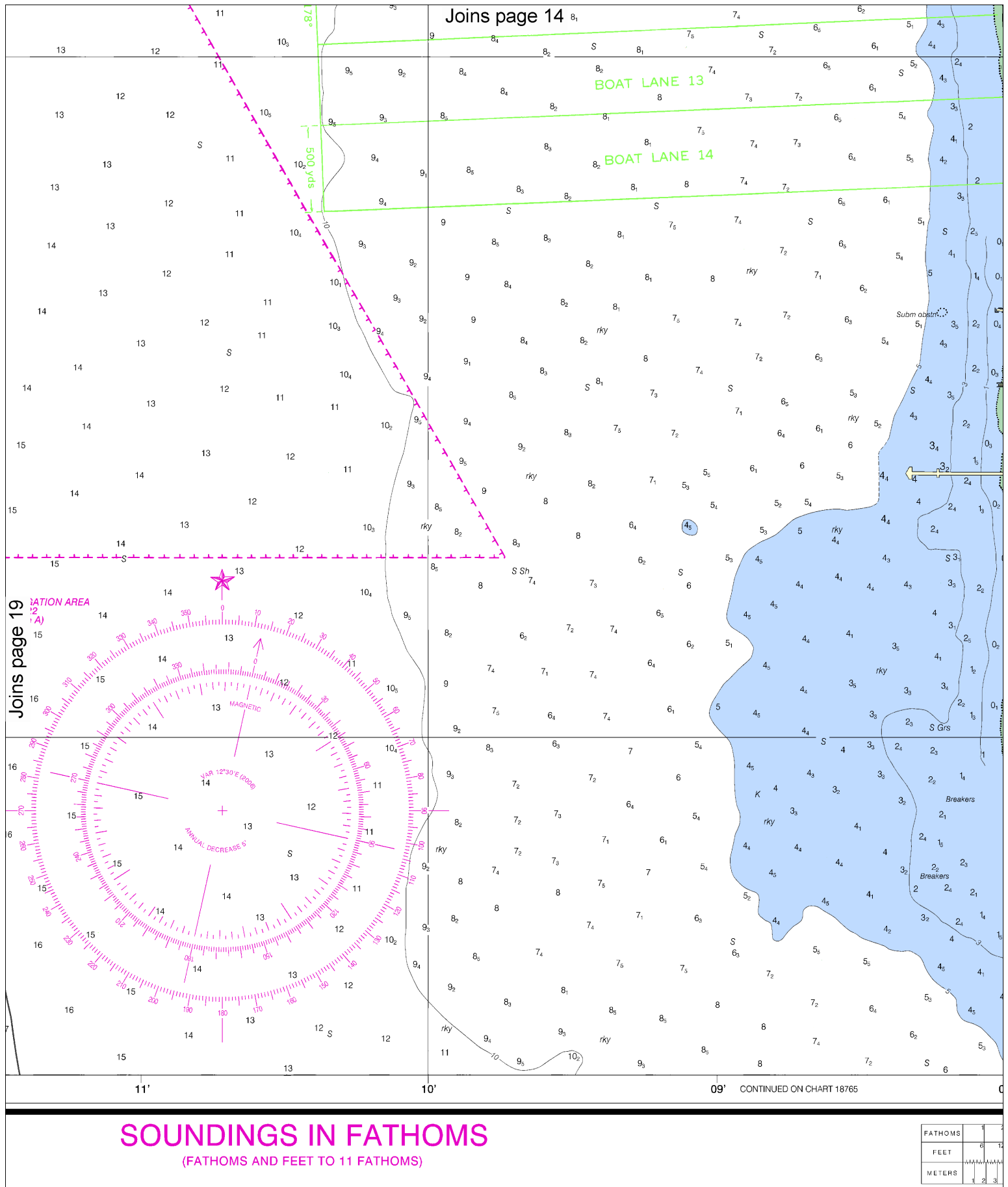




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OMMERCE  
ERIC ADMINISTRATION  
ERVICE  
Y

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



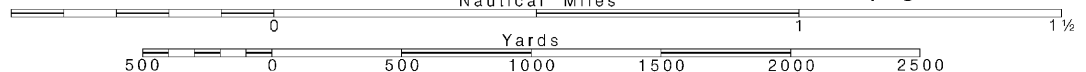
**20**

Note: Chart grid lines are aligned with true north.

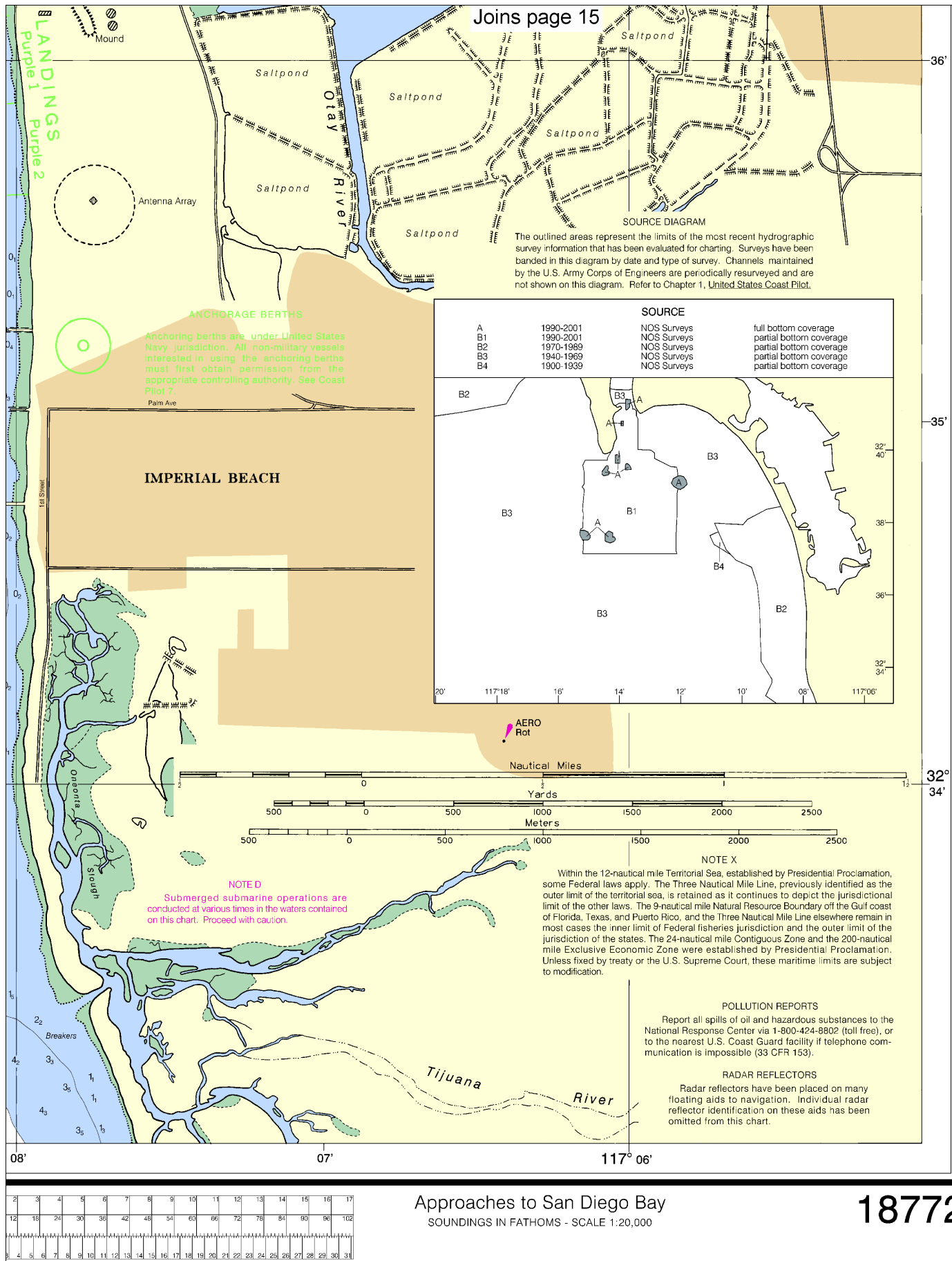
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Approaches to San Diego Bay  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

18772



ED NO. 48



NSN 7642014011536  
NSA REFERENCE NO. 18AHA18772



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker